

applied all through organized labor to prevent both strikes being broken.

Meanwhile the President is still hopeful that, with two of the three points in dispute between the shopmen and the executives agreed upon by both sides, the remaining question of seniority can be settled. The President himself and Secretary Hoover, who has been Mr. Harding's chief of negotiators in both rail and coal situations, have not attached anything like the importance to the seniority issue which has been given it both by the railroad executives and the striking shopmen officials.

The chief hope of a quick settlement also continues to be that in tomorrow's conference Mr. Jewell will agree to let the Labor Board pass on the seniority issue and that the railroad executives will make arrangements for taking care of their new men which will permit them to accept that proposal.

### Chicago Cars Running; Men Accept Wage Cut

### City Officials, However, Plan to Continue Operation of Motor Buses

CHICAGO, Aug. 6.—Surface and elevated railway employees to-night voted 9 to 1 to accept a 10-cent an hour slash in wages and return to work, thus ending a strike which has paralyzed the city electric transportation system for the last six days. Shortly after the result of the vote was announced the first elevated train was pounding toward the "loop."

As it swung into the downtown section the train was greeted with a hail of horns from the thousands of automobiles and trucks which, with the assistance of the steam road, have been moving the city's millions during the strike. Other trains followed at a few hours later the surface cars had resumed a full schedule in all parts of the city.

Meanwhile, however, city officials were planning to continue the operation of municipally owned motor buses, charging 5 cents fare, against the 7 and 10 cents charged by the surface and elevated.

### Another Kinsman Of Gomez Arrives To Take Up Office

### Father-in-Law Accompanies Davila, Who Denies That President of Venezuela Is Filling Jobs With Relatives

With the arrival yesterday of Senor Cesar Davila, a relative by marriage of General Gomez, President of Venezuela, on the Calameres, of the United Fruit Line, from Cristobal and Havana, the reports accredited to Don Santos A. Domini, Minister of Venezuela at Washington, that General Gomez was appointing relatives to important government posts were revived as well as an earlier rumor that Senor Davila was Senor Gomez's brother-in-law.

Senor Davila expressed surprise when told that Senor Domini had made such a statement regarding Gomez. He said that it was not true that the President was taking care of his relatives. Senor Davila said he was here as the commercial attaché of Venezuela at the legation in Washington. With him were Senor Davila and his father-in-law, General Francisco Cole Menares, and Senor Menares said, "Who is the Vice-President?" he was asked.

"General Gomez's brother," was the reply.

"And as for yourself?"

"W-e-i-l," he answered slowly, "Senor Cole Menares is President Gomez's sister."

When pressed as to whether General Cole Menares was to have a diplomatic position here, Senor Davila shook his head and declined to answer. He said that the party would go to Hotel Bretel before going to Washington. Among the party that met them at Pier 15, East River, was Antonio Rincones, Venezuelan Consul General in New York.

The newly appointed Minister from Panama to the United States, Senor Ricardo Alfaro, arrived with Senor Alfaro and their five children on the Calameres. They will be at the Waldorf-Astoria before going to Washington, where they will stay at Senor J. E. Lefevre, charge d'affaires, who will return to Panama. With Senor Alfaro came his brother-in-law, Enmanuel Lyons, his wife and their four children.

Philander Cable, who has been American charge d'affaires in Cuba for the last twenty-two months, and Mrs. Cable were aboard. They will visit their home in Rock Island, Ill., before sailing for Denmark, where Mr. Cable will become secretary of the legation.

The wife of the counselor of the Norwegian legation at Washington, Mrs. Madeline Steen, arrived with her daughter after a visit to a brother in Cuba.

The Calameres carried 121 passengers.

### Hibernians Voice Hope For Peace in Ireland

ATLANTIC CITY, Aug. 6.—The national board of the Ancient Order of Hibernians adopted resolutions today expressing a hope for peace in Ireland and opposition to the Ku-Klux Klan in the United States.

The national board declared itself of the belief that it should refrain from expressing an opinion as to conditions in Ireland "lest the discord be transmitted to our own side of the ocean."

As to the Klan, it was said in the resolution:

"The Ku-Klux Klan challenge to our Catholic citizenship should be opposed by aggressive, intellectual power. The absence and bigotry of these secret political societies is designed to disparage the rights guaranteed by the American people to be found and build. This is an evil and a danger to the land of the degrading penal law of England in Ireland, and an attempt to affix the stigma of odium upon all Catholics, and to divide the population of the United States into two distinct classes."

"This movement of the Ku-Klux is against Irish-American Catholics, no other Catholics being so prominent in public life in America. The genius of Irish-American Catholics for aggressive citizenship has provided an excuse for the Ku-Klux bigots to create a dangerous and powerful army of organized hate and prejudice."

"Four-Minute Men" Enlisted In Crusade Against Accidents

The organization of "Four-Minute Men," active during the war, will be revived immediately and enlisted in the accident prevention campaign which will be conducted in New York City by the public safety committee of the Safety Institute of America.

In making this announcement yesterday Judge Elbert H. Gary, chairman of the institute, also announced the appointment of Marcus A. Dow, director of safety of the New York Central lines, as chairman of the speakers' committee which will direct the drive.

Rear Admiral Sebree Dies

SAN DIEGO, Calif., Aug. 6.—Rear Admiral Uriel Sebree, U. S. N., retired, at one time commander of the Pacific Fleet, died at his home in Coronado to-night.

## The Company Union Issue Looms in Railroad Strike

### The Tribune Presents Views of Both Sides on This Plan of Roads, Which Leaders Say Is the Real Cause of Rail Shopmen's Walk-Out

Every passing day of the railroad strike makes it clearer that the last wage reduction was no more the real cause of the present struggle than the Sarajevo murders were the fundamental issue in the European war. The roads claim that they are fighting to check intolerable interference by the shopmen's unions. The strikers say that they are fighting to maintain the fundamental principles of American labor unionism. The main issue is apparently what kind of railroad unions are to survive.

The Pennsylvania is the only Eastern carrier which has actually established a company union, in no wise connected with the six federated shopcrafts, but through their spokesmen, John G. Walber, the other lines have declared that they consider the arrangement on this system highly desirable. Four other roads have just begun to create similar organizations.

What is this company union plan? What are its virtues, and what are its evils? In an effort to answer those questions The Tribune asked a representative of the shopmen—A. J. Berger, vice-president of System Federation 90, the American Federation of Labor shop craft union which the Pennsylvania refuses to recognize—and a representative of the railroads—General W. W. Atterbury, vice-president of the Pennsylvania—to state their sides of the case. Their statements follow:

**What the Striking Shopman Says:**

"Company Unions Organized to Give Management Despotism Control Over Shops"

By A. J. Berger  
Vice-President System Federation 90, A. F. of L.

The chief issue in the railroad strike has now become the existence of unionism in the railroad shops. This has not come about by the chance play of the forces let loose by the strike. It is the result of a definite campaign formulated and put under way long before the strike began. The central idea in this campaign has been to supplant the regular independent American Federation of Labor unions, which the shopcrafts workers have bargained collectively with the executives in the past, by so-called "company unions" controlled by the management. The dynamic force behind this campaign has been the Pennsylvania Railroad. General W. W. Atterbury, its president, has taken the lead in the organization of company unions before the strike and have been the dominating influence in making unionism itself the one big issue of the strike.

If public opinion is to weigh in the outcome of the strike, the public must decide whether the regular union or the "company union" is a better representative of the shopmen's interests, of democracy and freedom. The history of the attempt of the Pennsylvania Railroad to substitute the one for the other furnishes the most important and convincing evidence on this point. The record will prove that the company union was born of a deliberate and willful violation of the transportation act and the rulings of the United States Supreme Court. It was organized and developed for the primary purpose of giving to the management a control over wages and working conditions in the shops which can only be described as despotic.

**Company Shop Union Is Not a New Condition**

The open shop or company union policy is not a new condition on the Pennsylvania Railroad. As a matter of fact it dates back several years. In 1914, attempts were made to organize the shop craft employees on this system, only to meet with failure. In 1915, in the western part of Pennsylvania, the men of the shop craft formed an organization affiliated with the American Federation of Labor. The Pennsylvania Railroad Company, through their extensive spy system, learned of this organization and its purpose, and decided to suppress it. The organization was broken up, and the men were forced to join the company union. This was the first time that the company union was established on the Pennsylvania Railroad.

The officials of the Pennsylvania Railroad Company, testifying before the United States Industrial Relations Committee, gave evidence that it cost them approximately \$800,000 per year to maintain their spy system and to suppress the organization. The company union was established for the purpose of preventing the workers from becoming organized in bona fide labor organizations. After they were convinced that the men on that system desired an organization, they formed a company union, known as the Mutual Benefit Association, which was, in fact, practically the same form of organization as they now have under their so-called company union.

In July, 1918, System Federation No. 90, affiliated with the Railway Employees' Department, was organized in the city of Altoona, Pa., with a membership of approximately 50,000 men, comprised of six mechanical crafts, namely, the International Association of Machinists, International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, International Brotherhood of Blacksmiths, International Brotherhood of Electrical Workers, Sheet Metal Workers and Brotherhood of Railway Carmen of America. The officers of this federation were all employees of the Pennsylvania Railroad, who were given a leave of absence for the purpose of transacting the business of the organization. Harmony prevailed on this railroad up to and including the date of Decision 119 issued by the United States Railroad Labor Board.

Issued under date of April 14, 1921, this decision had for its purpose the termination on July 1, 1921, of the rules, working conditions and agreements entered into between the United States Railroad Administration and the several organizations affiliated with the American Federation of Labor.

We quote herein an excerpt from said decision:

"The Labor Board calls upon the officers and system organizations of employees of each carrier to designate, to designate and authorize representatives to confer and to decide so much of this dispute relating to rules and working conditions as it may be possible for them to decide. Such conferences shall begin at the earliest possible date. Such conferences will keep the Labor Board informed of final agreements and disagreements to the end that this board may know, prior to July 1, 1921, what portion of the dispute has been decided."

"The Labor Board reserves the right to terminate its direction of Decision No. 2 at an earlier date than July 1, with regard to any class of employees of any carrier if it shall have reason to believe that such class of employees is unduly delaying the progress of the negotiations. The board also reserves the right to stay the termination of the said direction to a date beyond July 1, 1921, if it shall have reason to believe that any carrier is

this graded classification for mechanics that the board's Decision No. 147 provided were 81 cents and 78 cents. On June 30, 1922, there were less than 5 per cent of the men receiving these two higher figures, and at least 95 per cent of the mechanics were receiving figures ranging from 4 cents per hour to 25 cents per hour, regardless of the fact that this company now gives out the information that its men are receiving the rates awarded by the Labor Board.

**98 P. C. of the Workers Vote to Go on Strike**

When it became apparent to the official System Federation 90 that the Pennsylvania Railroad would not comply with the orders of the Labor Board, a strike ballot was submitted to the membership, under date of October 15, 1921, resulting in a 98 per cent vote in favor of striking against the Pennsylvania Railroad. The grievances of the men were that this company discriminated against their employees in the matter of rates, establishing piece work against the men's wishes, discharged men by the hundreds and discriminated against them in every manner that was possible. Officers of System Federation 90 were successful in maintaining discipline and order on that system until such time as it was advisable for them to put their vote in effect.

In accordance with the results of the strike vote taken in October, 1921, the shop craft employees on the Pennsylvania were authorized to suspend work on July 1, 1922, with the understanding that over 37,000 men responded to the call on the first day. Although figures are put up by the Pennsylvania Railroad purporting to show that they had in their employ on June 30 55,000 shop craft employees, their figures are greatly exaggerated to the amount of about 15,000. They have not had over 40,000 men employed in this branch of the service since January, 1921.

Mr. Jewell continued to leave their employ since July 1, with the result that the strike at the present time is 98 per cent effective as far as efficient mechanics are concerned, and the men on this system are determined to remain out until their just grievances are adjusted by the company.

### What the Railroad Executive Says:

### "Employee Representation Is the Means by Which Management and Men Get Together"

By W. W. Atterbury  
Vice-President, Pennsylvania Railroad

Employee representation is a practical means by which the management and men get together in an effort to settle directly and amicably matters that mutually concern them.

More than a year ago the Pennsylvania System undertook to find out who the employees in the various classes really desired to represent them in the negotiations with the management concerning wages, working conditions and other matters of mutual interest. Employees in the shop crafts on the Pennsylvania System have given the spokesmen elected to represent them by secret ballot actually represented them in the negotiations and resulted in the schedule of wages and working rules now in effect.

This is what happened:

Wages have been fixed by mutual agreement without recourse to the Labor Board. Rules governing the conditions have been fixed in like manner and have been in operation for a year.

All the shopmen throughout the country were called on July 1 against wages fixed by the Labor Board, against rules fixed by the Labor Board and against certain forms of outside contract work let by a few railroads.

Since the strike began men who remained at work have been subject to intimidation of all sorts and they and their families have been subject to unpalatable indignities and threatened violence.

Ordinary common sense would seem to indicate that if the employees on the Pennsylvania system were dissatisfied with the wages, rules and conditions fixed by their representatives and the representatives of the management—if they were dissatisfied with the rules negotiated in like manner, if the election of the spokesmen was not fair, if they were not properly represented, if System Federation No. 90 actually represented the Pennsylvania shopmen, then certainly a strike on the Pennsylvania system, with the shopmen's representatives taking place at the same time, ought to have been an unequal success.

Certainly, the union officials exerted their utmost efforts to persuade the shopmen to support the strike. They have used every means familiar to them to get men out. They have multiplied their alleged grievances and presented them with most persuasive appeal.

And with what result? At the outset of the strike sixty-five per cent of the total shop forces remained on the job. The proportion of men working on the Pennsylvania system has increased to about eighty per cent. Out of a normal week-day working force of 55,000 men, more than 46,000 were working yesterday.

Furthermore, since July 16 these men have been working under wages fixed by their elected representatives and the representatives of the management and under rules similarly negotiated with the management. They have not had a single interruption to freight or passenger schedules? Why has it been able to handle more business than before the strike? In short, why are the Pennsylvania shopmen not on strike?

On July 19 the answer was supplied by a newspaper editor who is in a position to know what he is talking about, and who published the following editorial paragraph:

"The Pennsylvania Railroad, chief malefactor, according to some agitators of railroad workers, still seems to be on pretty good terms with its men."

**System Submits Ballot To Conform to Ruling**

The officers of System Federation No. 90 confidently felt that they had no alternative but to submit a ballot to their affiliated membership in conformity with the decision of the United States Railroad Labor Board. The result of this ballot was that 37,297 men voted to have System Federation No. 90 represent them in the negotiations for a new agreement, ten men voting for other organizations.

Regardless of the results of this ballot, the Pennsylvania Railroad officials refused to meet the officers of the organizations on that railroad, although they were employees of the company, with the result that the controversy was submitted to the United States Railroad Labor Board. Hearings were held on July 8 and 9, 1921. The result of the organization ballot, including the ballots and stubs, was submitted to the Labor Board for its information, and the board insisted that the Pennsylvania Railroad Company do likewise, with the following result:

Mr. E. T. Whiter, assistant to George L. Peck, vice-president in charge of personnel of the Pennsylvania, representing the railroad in this case, furnished the Labor Board the following figures as the result of their company union ballot: Number of votes cast for individual representatives, 3,480; votes cast for organizations, 767; miscellaneous, 59; blank, 188. This was proved to the Labor Board that the Pennsylvania secured only a 10 per cent vote in favor of their employees' representative plan. The board consequently rendered Decision No. 218 on July 28, 1921, directing the organization on the Pennsylvania Railroad and the company to have another election, laying down specific rules to govern such an election.

In this decision the board declared all negotiations held by the minority committee to be null and void. Regardless of the above decision, the Pennsylvania Railroad refused to comply with the orders of the board, and under date of September 26, 1921, the chief counsel for the Pennsylvania Railroad informed the Labor Board that they would not treat with System Federation No. 90 as an organization. On July 26, 1921, the Pennsylvania Railroad Company discharged the officers of the respective organizations and in defiance of the Labor Board placed piecework in effect on that system, and through the minority machinery set reduced wages, establishing a scale ranging from 32 cents an hour for helpers and mechanics. The scale was again reduced this month.

The two rates that were higher in the board's Decision No. 147 provided were 81 cents and 78 cents. On June 30, 1922, there were less than 5 per cent of the men receiving these two higher figures, and at least 95 per cent of the mechanics were receiving figures ranging from 4 cents per hour to 25 cents per hour, regardless of the fact that this company now gives out the information that its men are receiving the rates awarded by the Labor Board.

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Mr. Jewell continued to leave their employ since July 1, with the result that the strike at the present time is 98 per cent effective as far as efficient mechanics are concerned, and the men on this system are determined to remain out until their just grievances are adjusted by the company.

The District Court upheld the Pennsylvania, and the Labor Board appealed to the United States Circuit Court of Appeals. The Circuit Court has now decided that the lower court should not have granted an injunction to the company, and the company is taking steps to carry the case to the United States Supreme Court.

The gist of the company's contention is that the Labor Board had no power under the transportation act to prescribe methods of election, and that the Labor Board had exceeded the powers conferred upon it by the transportation act.

It so happens that since the strike began the Pennsylvania shop employees have been working under wages fixed by a majority, have indicated very clearly that System Federation No. 90 does not represent them.

It is also significant that no strike vote was taken among the Pennsylvania shop craft employees on the issues on which the general strike was called. Those issues do not apply to the Pennsylvania, inasmuch as the Pennsylvania is a party to the Labor Board decision on wages, rules and outside contracting. The strike vote on which an effort was made to get the Pennsylvania men out was the strike vote taken at Altoona, Pa., when the Pennsylvania refused to hold a new election of employee representatives in the shop crafts.

Mr. Jewell, in his reply to President Harding's proposed terms for settling the strike, makes this condition: That all the employees of the Pennsylvania system be returned to work under wages and rules fixed by the Labor Board.

If Pennsylvania employees were to accept Mr. Jewell's edict now they would work for less wages than they are now receiving, and under less favorable conditions than those which they themselves had a part in determining.

### 'Big 4' Strike Demand On D. & H. Called Off

Special Dispatch to The Tribune  
BINGHAMTON, N. Y., Aug. 6.—Following a mass meeting of the "Big Four," held in this city at midnight Friday, members of the brotherhoods unanimously demanded the leaders call a strike, effective at midnight last night, because of the alleged action of the Delaware and Hudson armed guards in attacking members of the unions.

The men were in no wise associated with the striking shopmen. The leaders told them it would be an outlaw strike, and when General Manager J. T. Loreo of the Delaware and Hudson was notified he sent a communication to the "Big Four" representatives announcing that the armed guards would be dismissed. This pacified the men and the strike did not materialize.

### P. S. C. to Plan Coal Priority Orders for Utilities of State

A meeting at the offices of the Public Service Commission, 30 Church Street, at 10 o'clock this morning is expected to put into shape for effective action the machinery for obtaining necessary priority orders for coal for the public utilities of the state. General Eugene H. Outerbridge, chairman of the Governor's fuel committee, and the five members of the executive committee of the utility advisory committee, headed by J. W. Lieb, of the New York Edison Company, will attend.

The most important matter to be discussed by the meeting will be as to the procedure to be followed in obtaining coal for utilities suffering from shortage. In arranging for this procedure the meeting will establish a thorough understanding among the utilities committee, the Governor's committee and the Washington authorities to facilitate action on priorities.

Number of Water Systems Depend on Pumping to Maintain Supply, and Fuel Shortage Is Felt

A number of up-state water systems depend upon pumping plants to maintain the supply. This is not the case in New York, where the water is supplied by a natural pressure system. Some of these water pumping plants are already feeling the pinch of a coal shortage, and it is of great importance that the towns they serve be kept supplied with water.

### Torn-Up Rail On L. I. Peril To Thousands

(Continued from page one)

heavy traffic and reduce inconvenience to its passengers to a minimum. Other local roads announced that they would install a like system to prevent wholesale sabotage.

No other local roads reported any trouble or destruction of property although training on the subway division of the Pennsylvania were held up for some time yesterday when the third rail developed a short circuit.

The breakdown was of little importance and due only to local conditions, according to an official of the road, who said yesterday that the damage was soon repaired and trains were again in motion.

### Speedy Settlement Seen In Visit to Washington

Union leaders and members of the Central striking committee yesterday hailed the visit to Washington of the non-striking railroad leaders as a step that was bound to bring a speedy settlement.

They told of receiving confidential messages from their Washington representatives which clearly indicated that progress was being made in preparing a new proposal.

The breakdown was of little importance and due only to local conditions, according to an official of the road, who said yesterday that the damage was soon repaired and trains were again in motion.

The normal statements of the committee, charging the roads with operating costs so high that rates will soon have to be raised.

"According to reliable estimates, the railroads entering New York alone are spending \$1,500,000 to \$2,000,000 a week in advertising, publicity and strike measures that would be otherwise unnecessary," he said.

"The unnecessary weekly shop expense is between a half and a million dollars a week. We have conclusive figures that the New York Central has spent \$51,900 in excessive operating costs in the Mott Haven yards alone. That is far from normal if the train service and equipment were good, which they are not."

Local railroad executives refused to comment on Williams' statement, though they admitted that they expected a call to Washington this week. They were unanimous in denying any change of feeling in regard to seniority.

There is no intention, they say, of following the lead of President F. P. Petter of the Norfolk & Southern Railway, who yesterday invited the men to come back and promised them their seniority rights.

"There is no reason for such action, and none is contemplated," an official of the Erie said yesterday. "We are watching Washington, and it is likely that we may be called there this week, but we have no new plan to offer the strikers."

### Massachusetts Women Invite Harding to Republican Rally

SALEM, Mass., Aug. 6.—President Harding has been invited to be the guest of the Essex County district of the Women's Republican Club of Massachusetts at an open air rally at Salem Willows on August 28. Mrs. Charles M. May, governor of the Essex County district of the club, sent the invitation.

The rally will be addressed by Governor Cox, Representative A. P. Andrews and Mrs. Charles Sumner Bird.

### Allerton House

There is a reason why business executives recommend Allerton House.

It is a great satisfaction for them to know that the man upon whom they place responsibility is living in an atmosphere of refinement, yet safely within his income.

### Allerton Houses

45 EAST 55th ST.  
143 EAST 19th ST.  
302 WEST 22d ST.

### Country Club Announcements

The Allerton Country Club, Inc., at Orienta Point, Westchester County is now open.

### New York Food Prices Register Slight Decline

WASHINGTON, Aug. 6.—Although retail food prices in fifteen representative cities of the United States showed an increase during the month from June 15 to July 15, New York City showed a decrease of five-tenths of 1 per cent, according to a Labor Bureau report issued to-day.

Increases were noted as follows: Manchester, N. H., and Portland, Me., 3 per cent; Bridgeport and New Haven, 3 per cent; Chicago, Denver, Fall River, and Milwaukee, 2 per cent; Atlanta, Jacksonville, Columbus, Houston, Jacksonville and St. Louis City, 1 per cent; Pittsburgh, less than five-tenths of 1 per cent.

### Cross-Country Plane Crashes at Hop-Off

JACKSONVILLE, Fla., Aug. 6.—The plane in which Lieutenant J. F. Hines planned to attempt a transcontinental twenty-four-hour flight ran into the surf at Pablo Beach here to-night shortly after the take-off. First reports indicated it was wrecked.

Lieutenant Doolittle took the air at 8:35, planning to reach San Diego, Calif., before nightfall to-morrow night. A quarter of a mile from the beach point the machine swerved downward and plunged into the Atlantic.

Doolittle was unhurt. Several thousand sand Sunday pleasure seekers who had witnessed the start rushed to view the plane had fallen. National Guardsmen, who had paced a clearing for the getaway, were hurried to the plane to keep away the crowd.

# Click of Club

## GINGER ALE

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There is no "age limit" for the drinkers of Clicquot. Milk is better for babies. But they don't have to live many years before Clicquot is a safe drink for them.

As for the other extreme—we know of no man who is so old that he has outgrown his liking for ginger ale. We presume there may be one or two somewhere.

Clicquot Club never varies in taste. It has that universal appeal which delights the palates of the young and even the experienced, more-or-less tired taste of the old. They all like it.

It is good for everyone. Clear and cold spring water from bed-rock; ginger from the sunny island of Jamaica; pure sugar and other ingredients—all the purest that can be bought, made, or grown.

Get Clicquot Club by the case lot for the home. Keep a few bottles in the ice box. Remember that if you want variety you can buy Clicquot Club Ginger Ale, Sarsaparilla, Birch Beer, and Root Beer.

THE CLICQUOT CLUB COMPANY  
Millis, Mass., U. S. A.

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